October 6, 2005 Rural ITS Web Conference "PARKING LOT"

IVBS & CICAS Questions:

1. What level of federal leadership will be supporting this in rural areas?
   [Schagrin, Mike] Response: The CICAS and IVBSS programs are not specifically focused on rural activities but have elements that are applicable to rural environments. As part of the CICAS program team in US DOT, the FHWA Office of Safety is included, which means they will be involved in the development of the system during the R&D portion, and will be well positioned to promote a tool box of infrastructure options to address intersection safety as part of deployment activities. For the IVBSS program, which is totally vehicle based, information reports will be produced for public information as they become available.

2. Is the plan to develop one integrated Vehicle based safety system or initially developing a number of different systems and then integrate?
   [Schagrin, Mike] Response: One system will be developed and evaluated. The IVBSS project integrates 3 previously developed and tested systems into a single system to evaluate enhanced performance. Different system designs were looked at individually under previous programs. The current program focuses on integration.

3. Clifford Spoonemore: Is the sign going to send out the signal that all is clear?
   [Schagrin, Mike] Response: Highly unlikely that a sign would ever tell someone it is safe to go. More likely, the sign would tell the person when it is not safe to go.

4. Joseph Finch: What about pedestrian detection?
   [Schagrin, Mike] Response: Pedestrian detection elements will be included as part of the CICAS program, especially as it relates to left hand turns at signalized intersections.

5. Manjunathan Kumar: Is the plan to develop one integrated Vehicle based safety system or initially developing a number of different systems and then integrate? *[Schagrin, Mike]* Response: see answer to 2 above.

Clarus Questions:

1. Eastern Federal Lands Highway (F Corrado): Paul, is this where MDSS would fall (into those new products)?
   [Pisano, Paul] Yes, MDSS is one of the products that would benefit from better quality and easier access to road weather observations.

2. Meifu Wang: Paul, we might want to consider adding the farming community to the weather community group. Many farms take weather info to prevent crop damages - your thoughts on this?
   [Pisano, Paul] Sharing data is crucial to any weather information system, including data collected by farmers. We see NOAA taking the lead on assimilating data from these other networks, and combining it with the data coming from the surface transportation community. NOAA is actively pursuing this under their MADIS and National Surface Weather Observing System (NSWOS) efforts.

3. Jay Hedley: Paul, so the metadata level would not be available to the public except through other public/private entities?
   [Pisano, Paul] The metadata would be available to anyone who accesses the data. We see other public & private entities (e.g., State DOTs, the National Weather Service or The Weather Channel) being the first order customer of Clarus data, and they would use the metadata along with all the other data to create value-added road weather information products. These value-added products would then be disseminated to the traveling public. So while the public could access the metadata, it's more likely the value-added products that they would prefer.

4. Jason Hedley: Paul, is this where MDSS would fall (into those new products)?
   [Pisano, Paul] Question answered in #1 above.

Lessons Learned Database Question:
1. Jason Hedley: What is the process to be able to provide updated lessons? How would it be grouped (by application area, deployment location, etc.)?

[Peters, Joe]
Process to provide updated lessons:

Lessons are collected primarily from documented knowledge sources. ITS case studies, best practice compendiums, planning and design reviews, and evaluation studies are used as key resources. The ITS Electronic Document Library, Transportation Research Board's Transportation Research Information Services (TRIS), international transportation literature database (e.g., Transport), and conference proceedings are major sources of the documents that are currently being reviewed for collection of lessons. Interviews of domain experts are to be also used as source of new lessons.

ITS stakeholders are welcome to contribute lessons based on their own experience. Contributing is easy. For directions to contribute lessons, see the left navigation bar on the lessons learned Web site Home Page (http://www.itslessons.its.dot.gov/).

Grouping:

Each lesson is classified under one or more of the nine general lesson categories (e.g., Management and Operations, Policy and Planning), and one or more of the 16 application areas (e.g., Arterial Management Systems, Freeway Management Systems). Additional classification schemes include six goal areas (e.g., Safety, Efficiency) and states (e.g., New York, Washington). The Home Page provides a snapshot of the lesson classification scheme (or grouping). Also, click on Introduction in the left navigation bar on Home Page (http://www.itslessons.its.dot.gov/) for further information.